

CONTROLLABILITY AND
MANEUVERABILITY

§ 25.143 General.

(a) The airplane must be safely controllable and maneuverable during—

- (1) Takeoff;
- (2) Climb;
- (3) Level flight;
- (4) Descent; and
- (5) Landing.

(b) It must be possible to make a smooth transition from one flight condition to any other flight condition without exceptional piloting skill, alertness, or strength, and without danger of exceeding the airplane limit-load factor under any probable operating conditions, including—

(1) The sudden failure of the critical engine;

(2) For airplanes with three or more engines, the sudden failure of the second critical engine when the airplane is in the en route, approach, or landing configuration and is trimmed with the critical engine inoperative; and

(3) Configuration changes, including deployment or retraction of deceleration devices.

(c) The following table prescribes, for conventional wheel type controls, the maximum control forces permitted during the testing required by paragraphs (a) and (b) of this section:

Force, in pounds, applied to the control wheel or rudder pedals	Pitch	Roll	Yaw
For short term application for pitch and roll control—two hands available for control	75	50
For short term application for pitch and roll control—one hand available for control	50	25
For short term application for yaw control	150
For long term application	10	5	20

(d) Approved operating procedures or conventional operating practices must be followed when demonstrating compliance with the control force limitations for short term application that are prescribed in paragraph (c) of this section. The airplane must be in trim, or as near to being in trim as practical, in the immediately preceding steady flight condition. For the takeoff condition, the airplane must be trimmed according to the approved operating procedures.

(e) When demonstrating compliance with the control force limitations for long term application that are prescribed in paragraph (c) of this section, the airplane must be in trim, or as near to being in trim as practical.

(f) When maneuvering at a constant airspeed or Mach number (up to V_{FC} M_{FC}), the stick forces and the gradient of the stick force versus maneuvering load factor must lie within satisfactory limits. The stick forces must not be so great as to make excessive demands on the pilot's strength when maneuvering the airplane, and must not be so low that the airplane can easily be overstressed inadvertently. Changes of gradient that occur with changes of load factor must not cause undue difficulty in maintaining control of the airplane, and local gradients must not be so low as to result in a danger of overcontrolling.

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§ 25.145 Longitudinal control.

(a) It must be possible at any speed between the trim speed prescribed in § 25.103(b)(1) and V_s , to pitch the nose downward so that the acceleration to this selected trim speed is prompt with—

(1) The airplane trimmed at the trim speed prescribed in § 25.103(b)(1).

(2) The landing gear extended;

(3) The wing flaps (i) retracted and (ii) extended; and

(4) Power (i) off and (ii) at maximum continuous power on the engines.

(b) With the landing gear extended, no change in trim control, or exertion of more than 50 pounds control force (representative of the maximum short term force that can be applied readily by one hand) may be required for the following maneuvers:

(1) With power off, flaps retracted, and the airplane trimmed at $1.4 V_{SI}$, extend the flaps as rapidly as possible while maintaining the airspeed at approximately 40 percent above the stalling speed existing at each instant throughout the maneuver.

(2) Repeat paragraph (b)(1) except initially extend the flaps and then retract them as rapidly as possible.